

Appendix AC-A: Benchmarking Table

AMERICAN CANYON PROGRAMS, POLICIES, AND PRACTICES BENCHMARKING ANALYSIS			
Plans, Policies, & Programs	Benchmark	American Canyon Current Practice	Best Practice Examples
ADA Transition Plan Compliance with the Americans with Disability Act (ADA) guidelines is important not only to enhance community accessibility, but also to improve walking conditions for all pedestrians. An ADA Transition Plan sets forth the process for bringing public facilities into compliance with ADA regulations.	Key Strength	American Canyon uses Caltrans standards for ADA curb ramps, which require curbs with grooves facing towards the center of the intersection at all street crossings and curb returns. The standards do not include truncated domes or directional curb ramps. The city has an ADA Transition Plan from 2008 that includes an inventory of needed improvements for deficient sidewalks and curb ramps in the public right-of-way along priority corridors.	<ul style="list-style-type: none"> Consider tracking ADA improvements using practices recommended in ADA Transition Plan, updated as part of this plan, to be implemented by the ADA Coordinator Implement directional curb ramps where practical and truncated domes in all cases. Review and revise standard drawings to align with PROWAG recommendations.
Traffic Calming Programs Traffic Calming Programs and policies set forth a systematic and consistent approach for addressing neighborhood requests and approvals, as well as standard treatments and criteria.	Key Strength	American Canyon has a Traffic Calming Program that outlines the steps for a community interested in traffic calming, defines the various traffic calming options and appropriate uses, and establishes guidelines for installing the traffic calming measures. There is no specific funding set aside for these improvements.	<ul style="list-style-type: none"> Include a line item in the annual budget to create a formal Neighborhood Traffic Management Program (NTMP) to allow additional traffic calming implementation and an inventory of improvements. Encourage the routine use of traffic calming measures beyond speed humps.
Complete Streets Policy Routine Accommodations or Complete Streets Policies accommodate all modes of travel and travelers of all ages and abilities.	Key Strength	The city's Complete Streets policy, adopted in 2012, includes principles, implementation strategies, and exemptions from complete streets requirements. As part of implementation, the City of American Canyon Open Space Advisory Committee, serving as the city's Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, reviews transportation projects to provide recommendations regarding Complete Streets. Routine data collection is also required to evaluate how well all users are being served by the transportation network.	<ul style="list-style-type: none"> Consider maintaining a GIS database for data collected as part of the policy evaluation, to include pedestrian volumes collected in this plan. Develop a checklist for project review to ensure routine application of the Complete Streets policy. Consider using multi-modal level of service criteria.



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Public Involvement Responding to public concerns through public feedback mechanisms represents a more proactive and inclusive approach to pedestrian safety compared to a conventional approach of reacting to pedestrian collisions. Advisory committees serve as important sounding boards for new policies, programs, and practices. A citizens' pedestrian advisory committee is also a key component of proactive public involvement for identifying pedestrian safety issues and opportunities.	Key Strength	<p>American Canyon residents (or visitors) may file requests for safety improvements on city streets via phone or email. Additionally, the city's "SeeClickFix" app allows people to report non-emergency issues on a web-based map of the city. Residents can submit information directly to the city regarding damaged sidewalk, deficient lighting, or other non-emergency issues.</p> <p>Public involvement occurs through several groups including the Parks and Community Services Commission, the Open Space Advisory Committee (OSAC), and stakeholders from the Senior Center. The OSAC serves as the city's Bicycle and Pedestrian Advisory Committee per Resolution 2010-115, and is involved with site plan review and the review of transportation projects to provide Complete Streets recommendations.</p>	<ul style="list-style-type: none"> Consider adding a page to the city's website dedicated to receiving public input regarding transportation issues and a subsection for pedestrian topics. This category or subcategory may allow residents to file comments or complaints for traffic control devices or dangerous conditions. Encourage broad use of the "SeeClickFix" app for pedestrian issue and opportunity input. Consider creating a formal Active Transportation Advisory Committee (ATAC) for city-specific issues. This Committee could include the American Canyon representative on the ATAC for NVTa. Consider organizing neighborhood groups that identify street needs, including greening and traffic calming.
Pedestrian Volumes Pedestrian volume data is important for prioritizing projects, developing collision rates, and determining appropriate pedestrian infrastructure.	Enhancement	<p>While American Canyon has collected pedestrian and bicycle counts for some projects, the city does not regularly collect pedestrian or bicycle counts, nor does it require that bicycle or pedestrian counts be collected with manual intersection counts.</p>	<ul style="list-style-type: none"> Use collected volumes in this plan to identify pedestrian nodes in the next update to the General Plan Routinely collect pedestrian volumes with all transportation impact studies (TIAs). Geo-code existing and future pedestrian volume data with GIS software along with other data such as pedestrian control devices and collisions to analyze data for trends or hotspots related to pedestrian safety.
Speed Surveys and Speed Limits Pedestrian fatality rates increase exponentially with vehicle speed. Thus, reducing vehicle speeds in pedestrian zones may be one of the most important strategies for enhancing pedestrian safety.	Enhancement	<p>In American Canyon, speed surveys are conducted in response to reported concerns, frequent collisions, or at the request of citizens or the Napa County Sheriff's deputies, who patrol the streets in the city.</p>	<ul style="list-style-type: none"> Proactively consider pedestrian volumes when setting speed limits. Explore the use of reduced speed limits in school zones. Ensure design standards in pedestrian areas do not contribute to a routine need for traffic calming.

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Identifying Crossing Barriers Crossing barriers such as railroads, freeways, and major arterials may discourage or even prevent pedestrian access. Additionally, crossing barriers are often associated with vehicle-pedestrian collisions. Identifying barriers and developing alternate methods of crossing or improving designated crossings, as well as preventing new barriers, is essential for improving walkability and pedestrian safety.	Enhancement	American Canyon does not have a policy in place for identifying pedestrian barriers, but city staff listed several barriers, including SR 29, the California Northern railroad, running parallel to SR 29 from south city limits to Napa Junction Rd. and continuing to the west north of City Hall, and American Canyon Creek running through the Vintage Ranch neighborhood. The Vine Trail efforts include looking for opportunities to reduce those barriers through additional crossings, and a project to identify three overcrossings over SR 29 on the 2015 Napa Countywide Transportation Plan Unconstrained Project List addresses that barrier indirectly.	<ul style="list-style-type: none"> Identify and create a comprehensive inventory of pedestrian barriers, along with appropriate remedies or projects.
Design and Development Standards Design policies and development standards can improve the pedestrian walking experience, encourage walking, enhance economic vitality, and offer funding opportunities for pedestrian improvements.	Enhancement	American Canyon does not have citywide design recommendations outside of this plan for walking facilities. Several local plans, including the Watson Ranch Specific Plan Draft (2014) and the county-generated plan for SR 29, do support pedestrian connectivity.	<ul style="list-style-type: none"> Use elements of the design guidelines presented in this plan as part of the development review process. Develop a Streetscape Master Plan for the city.
Bicycle Parking Ordinance Bicyclists become pedestrians after parking their bicycles. Safe and convenient bicycle parking is essential for encouraging bicycle travel (especially in lieu of vehicle travel).	Enhancement	American Canyon's municipal code has a bicycle parking requirement for commercial and employment areas. According to the municipal code, "bicycle parking should be located in highly visible locations and should be lockable." ¹	<ul style="list-style-type: none"> Consider modifying the bicycle parking ordinance to distinguish and provide for both long-term and short-term bicycle parking. Include requirements for rack placement to ensure a convenient location and adequate pedestrian clearances.

¹ American Canyon Municipal Code, 19.21.050 Bicycle parking requirements: <http://qcode.us/codes/americancanyon/>



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<p>Pedestrian Safety Education Program</p> <p>Education is a critical element for a complete and balanced approach to improving pedestrian safety. Education campaigns may target pedestrians of all ages.</p>	Enhancement	<p>In accordance with policies in the Napa Bike Plan and the General Plan, NVTa is planning to pursue grant funding through the California Office of Traffic Safety (OTS) for a media safety campaign for motorists. The campaign will use Pittsburgh's Drive With Care campaign for inspiration, which characterizes bicyclists and pedestrians as our firefighters, doctors, and neighbors and uses the slogan "someone you care about rides a bike". The OTS will release a call for projects around November 2015 for their 2017 funding cycle.</p>	<ul style="list-style-type: none"> • Coordinate with NVTa on pursuing a media safety campaign, and consider the following methods to distribute the campaign in American Canyon: <ul style="list-style-type: none"> ◦ Include advertisements on buses and bus shelters, through SRTS and in-school curriculum, community school courses, public service announcements, and/or brochures distributed by law enforcement, among many other strategies. • Pedestrian safety brochures could be distributed to the public independent of the media campaign to promote walking to city events.
<p>Institutional Coordination</p> <p>Institutional issues for pedestrian planning/design may refer to adopted or informal impediments. This may be policies, practices, funding issues or even stakeholders that make it challenging to improve walking in American Canyon.</p> <p>Institutional coordination associated with multiple agencies is necessary because of non-local control of right-of-way and differing policies regarding pedestrian accommodation.</p>	Enhancement	<p>American Canyon shares jurisdiction over components of the transportation network with Caltrans.</p> <p>The city's working relationship with Caltrans was a challenge in the past, but it has been improving in recent years. The city has also coordinated effectively with area schools to pursue Safe Routes to School grants.</p> <p>According to staff, funding is the biggest obstacle the city faces in project implementation.</p>	<ul style="list-style-type: none"> • Continue to seek opportunities to collaborate with local transit agencies to improve pedestrian safety around transit stops. • Proactively seek opportunities to collaborate with Caltrans and/or local jurisdictions to improve pedestrian safety along SR 29. • Reference the public involvement, analysis, and prioritization efforts of this plan when applying for grants to fund the top projects

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<p>Safe Routes to School</p> <p>Safe-Routes-to-School (SRTS) programs encourage children to safely walk or bicycle to school. The programs are important both for increasing physical activity (and reducing childhood obesity) and for reducing morning traffic associated with school drop-off. Funding for educational programs and/or infrastructure projects is available at the state and federal levels.</p>	Enhancement	<p>The Napa County Office of Education (NCOE) currently has a three year grant to administer a Safe Routes to School (SRTS) Program across the county through 2016. Program leaders have a goal of reaching every interested school by the end of the grant term, and plan to work with Canyon Oaks Elementary School and Donaldson Way Elementary School in 2015.</p> <p>The program includes events such as Walk and Roll to School Day, Bike Rodeos, and Safe Walking education presentations for students in grades K-3. Brochures are handed out during this program as well as at community events and PTA/parent meetings. Parent presentations include a review of pedestrian laws and ordinances.</p> <p>Although materials for these programs are available each year for schools across the county, reaching schools on a weekly or yearly basis has not been possible due to understaffing and scarcity of volunteers.</p> <p>The American Canyon Public Works Department created a map of suggested routes to American Canyon High School in 2010 that includes American Canyon transit stop locations.</p>	<ul style="list-style-type: none"> Pursue SRTS grant funding for pedestrian infrastructure projects. Seek partners to form school-specific committees of community agencies, parents, advocates, city staff, community health representatives, and other stakeholders to administer SRTS programs at each school in American Canyon. Hold regular meetings to maintain stakeholder involvement. Use distances from schools from parent survey results to determine feasibility of rolling out Walking School Bus program for schools in Napa. Coordinate with NVTa to seek additional funding for SRTS.
<p>Collision Reporting</p> <p>Identifying and responding to collision patterns on a regular basis is an important reactive approach to pedestrian safety (which may be combined with proactive measures).</p>	Opportunity	<p>American Canyon does not have a regular practice of reviewing collision data. Engineering staff review collision reports as needed on a case-by-case basis. City engineers previously received regular reports from SWITRS, but this data now goes straight to the Police Department.</p>	<ul style="list-style-type: none"> Geo-coding (mapping) and comprehensive monitoring using Crossroads software would allow for more proactive pedestrian safety projects and best practices such as collision typing for countermeasure selection. GIS efforts may be funded through an Office of Traffic Safety grant. Pedestrian volume data could be used to prioritize collision locations based on collision rates (collisions/daily pedestrian volume). This could lead to a proactive approach to identify treatments and program city CIP funding. Volunteers can collect pedestrian volumes and other data at collision locations.



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<p>Pedestrian-Oriented Traffic Warrants / Traffic Control Devices</p> <p>Providing all-way stop or signal control at an intersection may improve pedestrian safety by reducing speeds and controlling pedestrian-vehicle conflicts. The MUTCD defines warrants for installing signals and stop signs.</p> <p>The 2014 California <i>Manual of Uniform Traffic Control Devices</i> (MUTCD) requires the installation of countdown pedestrian signals for all crosswalks at new or modified signals where the pedestrian interval is more than 7 seconds.</p> <p>Leading Pedestrian Intervals (LPIs) can reduce conflicts between turning vehicles and pedestrians by providing pedestrians with a “head start” signal timing before vehicles on the parallel street are allowed to proceed through an intersection.</p>	Opportunity	<p>American Canyon follows MUTCD requirements for both stop sign and signal warrants.. Additionally, there are some all-way stop control intersections in American Canyon that were based on engineering judgment rather than MUTCD recommendations.</p> <p>There is not a comprehensive inventory of signs, markings, and signals in American Canyon. Partial inventories are available through specific projects.</p> <p>American Canyon does not have any LPIs installed.</p>	<ul style="list-style-type: none"> Consider developing city-specific signal and stop sign warrants that are pedestrian friendly for locations where pedestrian safety is a concern. Best practices for stop-sign warrant application include: <ul style="list-style-type: none"> Requiring a collision history of three instead of five years based on routine underreporting Reducing traffic volume thresholds based on latent demand Providing consideration for school children, pedestrians and traffic speeds Expand the GIS-based inventory created with this plan to include pedestrian-related markings and traffic signals with pedestrian facilities Consider installing LPIs in areas where vehicle yielding may be an issue, providing a right-turn-on-red restriction as necessary per recent research findings².
<p>Inventory of Pedestrian Facilities</p> <p>A GIS-based sidewalk inventory enables project identification and prioritization, as well as project coordination with new development, roadway resurfacing, etc.</p>	Opportunity	<p>The city does not have a GIS inventory of sidewalks or other pedestrian facilities, although developments built after 1996 all have sidewalks (often only one side of the street).</p> <p>While sidewalk projects do not have a set annual budget, they tend to comprise approximately \$100,000 of the annual capital improvements program funding. The majority of sidewalk projects in the City are funded through grants in addition to local funds.</p>	<ul style="list-style-type: none"> Expand the GIS-based facility inventory, created as part of this plan, to include informal pathways and key pedestrian opportunity areas in the city.

² Hubbard, S, Bullock, D and J. Thai, Trial Implementation of a Leading Pedestrian Interval: Lessons Learned, ITE Journal, October 2008, pp. 32-41.

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Walking Audit Program Walking audits provide an interactive opportunity to receive feedback from key stakeholders about the study area as well as discuss potential solutions and their feasibility.	Opportunity	American Canyon has not conducted pedestrian walking audits before this plan.	<ul style="list-style-type: none"> Conduct regular walking audits as part of a citywide safety program for pedestrians. This effort could complement a “trip and fall” program or health-oriented programs within the City, as well as distribution of the media campaign NVTa is pursuing.
Crosswalk Design Guidelines A formal policy for crosswalk installation, removal, and enhancement provides transparency in decision-making and creates a consistent application of treatments citywide.	Opportunity	The city currently does not have a crosswalk policy and makes decisions regarding crosswalks on a case by case basis.	<ul style="list-style-type: none"> Consider adopting a crosswalk policy as part of this plan that reflects best practices and recent research to include criteria for installing crosswalk enhancements such as flashing beacons, advanced yield markings, or in-roadway pedestrian signs. Include criteria in the crosswalk policy for identifying, installing, and enhancing midblock crossings where strong desire lines exist.
General Plan Planning principles contained in a city’s General Plan can provide an important policy context for developing pedestrian-oriented, walkable areas. Transit-oriented development, higher densities, and mixed uses are important planning tools for pedestrian-oriented areas. A city’s General Plan is also a key opportunity to establish the framework for pedestrian orientation. The Circulation Element of the General Plan typically assigns roadway typologies, which can include a layered network approach with prioritized corridors for transit, pedestrian, bicycle, and auto travel.	Opportunity	<p>According to the General Plan, residential densities in American Canyon are allowable up to 10-20 dwelling units/acre. There are currently some areas of three-story residential development, and new four-story residential buildings have been approved but not built. Density is concentrated along SR 29, although the Watson Ranch development will also have higher density. The city does allow for both vertical and horizontal mixed-use (only horizontal mixed-use has been built).</p> <p>American Canyon does not officially designate pedestrian nodes, but staff identified a pedestrian node in the commercial district of American Canyon at the Walmart, a park, and a cluster of several other stores. This node is part of a Priority Development Area (PDA) which will eventually have more transit via enhanced bus service. Developments at Watson Ranch, the industrial development south of the Airport, and the former Eucalyptus Grove area will also have higher density and the potential to become pedestrian nodes.</p>	<ul style="list-style-type: none"> Identify pedestrian nodes in future updates to the General Plan Consider defining opportunities for mixed-uses by ordinance, particularly in pedestrian priority areas identified in this plan. Identify future priority areas in the city where varied densities could accommodate or attract pedestrian activity. Consider relaxing auto Level of Service standards in pedestrian-oriented overlay zones that align with focus areas in this plan, and prioritizing sidewalk improvement projects in these areas.



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Historical Preservation Historic walking routes, such as the famous Freedom Trail in Boston, encourage walking and enhance economic vitality.	Opportunity	The ruins of the Standard Portland Cement Company plant, while not eligible for the National or California Historic Register, are locally recognized in American Canyon. The site is part of a preservation plan within the Watson Ranch Specific Plan Draft. The plan proposes a mix of preservation approaches, including rehabilitation, alteration, addition, selective demolition, stabilization, and converting the uses to a winery, chapel, event space, farmers' market, and beer garden.	<ul style="list-style-type: none"> Develop a map to showcase natural or local sites of interest, including the Portland Cement plant, with a possible walking route between the sites. Maps of the tour route and historic documentation materials could be made available online and way-finding signs, maps, and plaques could also be provided throughout the city.
Newspaper Rack Ordinance Newspaper racks may obstruct walkways and reduce accessibility and pedestrian visibility when ordinances are not in place. A Newspaper Rack Ordinance improves the pedestrian realm by reducing clutter and organizing sidewalk zones and may detail size, location, and maintenance requirements.	Opportunity	American Canyon's Municipal Code does not include a newspaper rack ordinance.	<ul style="list-style-type: none"> Consider adopting a Newspaper Rack Ordinance that specifies the number and location of allowable newspaper racks and ensures the maintenance of a clear pedestrian sidewalk area.
Sidewalk or Street Furniture Ordinance Street furniture encourages walking by accommodating pedestrians with benches to rest along the route or wait for transit; trash receptacles to maintain a clean environment; street trees for shade, etc. Uniform street furniture requirements also enhance the design of the pedestrian realm and may improve economic vitality.	Opportunity	American Canyon's Municipal Code does not include street furniture requirements.	<ul style="list-style-type: none"> Consider adopting a Street Furniture Ordinance to include guidance for the design of transit stops and locations for additional street furniture amenities, other than those associated with transit stops, as appropriate.

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Street Tree Ordinance Street trees enhance the pedestrian environment by providing shade and a buffer from vehicles. Street trees may also enhance property values, especially in residential neighborhoods. However, street trees, when improperly selected, planted, or maintained, may cause damage to adjacent public infrastructure and/or utilities.	Opportunity	American Canyon does not have a street tree ordinance.	<ul style="list-style-type: none"> Consider adopting a Street Tree Ordinance including all development types, that specifies where and how often street trees may be planted/ replaced, and which types of trees are appropriate.
Open Space Requirements Residents typically rate open space as among a jurisdiction's key assets and needs. Open space may encourage walking, especially for recreational trips.	Opportunity	American Canyon does not have an open space requirement, but subdivision requirements do contain park dedication requirements.	<ul style="list-style-type: none"> Consider open space requirements that include provisions for pedestrian safety and accessibility. Consider modifying subdivision requirements to include pedestrian provisions in park requirements.
Transportation Demand Management Transportation Demand Management (TDM) programs encourage multi-modal travel by incentivizing non-auto options. As new development occurs, TDM programs can be expanded, formalized, and strengthened.	Opportunity	<p>Employers of 50 or more full-time workers in the Bay Area are required to provide commuter benefits to their employees through the Bay Area Commuter Benefits Program, to comply with California SB 1339. The Program includes benefit options like transit passes, employer-provided shuttles, and vanpool subsidies.</p> <p>Additionally, the NVTA has a contract with an agency in Solano to facilitate rideshare matching.</p>	<ul style="list-style-type: none"> As part of a comprehensive TDM program for American Canyon: <ul style="list-style-type: none"> Hire or identify a part-time TDM Coordinator Create a TDM program and a accompanying website with separate pages for employees, residents, and visitors. Develop a TDM policy which: Support the "Car Free" tourism program of the Napa Valley Destination Council and NVTA, which provides information to visitors so they can plan a trip without relying solely on a car



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Economic Vitality Improving pedestrian safety and walkability can enhance economic vitality. Similarly, enhancing economic vitality through innovative funding options such as Business Improvement Districts (BIDs), parking management, and facade improvement programs can lead to more active pedestrian areas and encourage walking.	Opportunity	American Canyon does not have a BID, façade improvement program, or Downtown Parking District.	<ul style="list-style-type: none"> Consider establishing Business Improvement Districts that can fund streetscape and pedestrian improvements. Consider implementing a façade improvement program.
Coordination with Health Agencies Involving non-traditional partners such as public health agencies, pediatricians, etc., in the planning or design of pedestrian facilities may create opportunities to be more proactive with pedestrian safety, identify pedestrian safety challenges and education venues, and secure funding. Additionally, under-reporting of pedestrian-vehicle collisions could be a problem that may be partially mitigated by involving the medical community in pedestrian safety planning. ³	Opportunity	<p>Live Healthy Napa County, a coalition of local community stakeholders for improving health in Napa County, recently completed the Napa County Community Health Improvement Plan (CHIP) in February 2014. The document proposes a plan to address health issues through new policies and health promotion strategies, including transportation policies that encourage walking and biking.</p> <p>American Canyon does not coordinate with health agencies or professionals in the planning and design of pedestrian facilities.</p> <p>Live Healthy Napa County completed the first ever Napa County Community Obesity Prevention Plan (Jan. 2015)⁴, which addresses the need to increase active transportation options countywide.</p>	<ul style="list-style-type: none"> Seek opportunities to meet goals in the CHIP related to active transportation, such as improving the built environment by including additional pedestrian infrastructure projects in the city's Capital Improvement Program (CIP). Involve the emergency response community in pedestrian planning to encourage complete reporting of pedestrian-vehicle collisions Involve health professionals in the development review process, especially related to active transportation improvements. Ensure consistency with the CHIP by seeking partnership opportunities between health agencies and Safe Routes to School to expand the reach of education and promotion of walking.

³ Sciortino, S., Vassar, M., Radetsky, M. and M. Knudson, "San Francisco Pedestrian Injury Surveillance: Mapping, Underreporting, and Injury Severity in Police and Hospital Records," *Accident Analysis and Prevention*, Volume 37, Issue 6, November 2005, Pages 1102-1113

⁴ [http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_\(final\).pdf](http://www.livehealthynapacounty.org/uploads/5/1/4/4/51449431/napa_county_community_obesity_prevention_plan_(final).pdf)

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Law Enforcement Enforcement of pedestrian right-of-way laws and speed limits is an important complement to engineering treatments and education programs.	Opportunity	The American Canyon Police Department has an active Citizen Volunteer Program, which consists of local citizen volunteers that assist the Department at Elementary Schools and with the Radar Trailer Program. There are also 2 officers assigned to motorcycles for traffic education and enforcement, as well as a community resource officer and an officer assigned to the high school. To date, law enforcement has not tracked pedestrian-involved collision trends to relate them to enforcement efforts.	<ul style="list-style-type: none"> Implement sustained pedestrian safety enforcement efforts and involve the media. Coordinate with NVTa on the media campaign that is being pursued, as an opportunity for education by distributing pedestrian safety pamphlets in-lieu of, or in addition to, citations. Coordinate with NVTa to provide resources to officers on pedestrian safety principles/best practices and education outreach efforts. Consider designating traffic safety officers who conduct pedestrian related enforcement activities, such as monitoring school circulation activity. Consider tracking pedestrian-involved collisions aligned with enforcement efforts to analyze trends.
Coordination with Emergency Response and Transit Providers Emergency response vehicles require special roadway design considerations that sometimes conflict with bicycle and pedestrian treatments. For example, while pedestrians benefit from reduced speeds of smaller curb radii, larger vehicles such as fire trucks and buses have more difficulty performing the turn within the smaller space. These conflicts require consensus building between the city and the respective departments.	Opportunity	There is minimal coordination between transit planning and pedestrian planning in American Canyon, and the fire department is not involved in pedestrian projects.	<ul style="list-style-type: none"> Seek opportunities for technical collaboration and funding with first responders and transit providers. Consider pilot testing programs for transit and emergency response and a more active involvement in project review for small projects and not just development projects. Explore ways to implement a Safe Routes to Transit Program that prioritizes bike and pedestrian access to major transit connection points and transit centers.



Appendix AC-B: Existing Pedestrian Policies

The City of American Canyon has adopted policies as part of its general plan in support of walking. Most such policies appear in the circulation element of the general plan. Additional supportive policies appear in the land use and the parks and recreation elements. These policies typically express support for making walking safer, more convenient and more pleasant.

American Canyon General Plan

Circulation Element (2011)

- Policy 1.5 Neighborhood Context. Support safe, complete and well-connected neighborhood street, bicycle, and pedestrian access and connections ... (page 17)
- Policy 1.7 Complete Streets. Maintain and update street standards that provide for the design, construction, and maintenance of “Complete Streets.” The City’s Complete Streets shall enable safe, comfortable, and attractive access for all users: pedestrians, motorists, bicyclists, and transit riders of all ages and abilities ... (17)
- Policy 1.19 Complete Streets: When construction or modifying transportation facilities, consistent with Resolution 2012-72, “Complete Streets Policy of the City of American Canyon”, strive to provide for the movement of ... and pedestrians appropriate for the road classification and adjacent land use. (20)
 - Evaluate projects to ensure that the safety, comfort, and convenience of pedestrians, bicyclists and transit users are given equal level of consideration to motor vehicle operators.
 - Improve the existing street network to minimize travel times and improve mobility for transit, bicycle, and walking trips between new projects and surrounding land uses to reduce vehicle trips.
- Policy 1.20 Neighborhood Context. Plan for safe, complete, well connected neighborhood streets. (21)
 - Modify the existing street network, where possible, to enable direct physical connections within and between neighborhoods, neighborhood-commercial areas, and commercial-commercial areas, including connections accessible only by pedestrians and bicycles on existing cul-de-sac streets.
 - Where feasible, provide pedestrian crosswalks on all intersection approaches.
 - Implement an ADA Transition Plan that focuses on compliant sidewalk improvements that provide continuous pedestrian and wheelchair access where compatible with the surrounding area.
 - Develop and implement a Pedestrian Master Plan (PMP) that indicates which streets in addition to arterials and collectors will install sidewalks and what other pedestrian facilities and amenities (such as ‘resting spots’) are needed to complete the pedestrian network. Sidewalk widths and shade



coverage should also be addressed in the context of the adjacent land use, vehicle volumes, and vehicle speeds.

- Policy 1.35 General transit and pedestrian access. In reviewing designs of proposed developments, ensure that provision is made for access to current and future public transit services. In particular, pedestrian access to arterial and collector streets from subdivisions should not be impeded by continuous segments of sound walls. (25)
- Policy 2.1 Promote walking and bicycling. Promote walking and bike riding for transportation, recreation, and improvement of public environment and health. (29)
- Policy 2.2 Meet the needs of all users. Recognize and meet the mobility needs of persons using wheelchairs and those with other mobility limitations. (29)
- Policy 2.3 Develop a safe and efficient non-motorized circulation system. Provide safe and direct pedestrian routes and bikeways between places. (29)
- Policy 2.6 Street trees for shade and comfort. Ensure that planting plans for street trees take into consideration shade and comfort for pedestrians and bicyclists and traffic calming benefits.
- Policy 2.7 Universal design. Provide pedestrian facilities that are acceptable to persons with disabilities and ensure that roadway improvement projects address accessibility by using universal design concepts. (30)
- Policy 2.17 Pedestrian access to shopping destinations. Install clearly marked crosswalks at intersections near all commercial uses, as well as clearly marked pedestrian paths within parking areas. Mid-block crossing are discouraged. However, if conditions warrant and are approved by City Engineer, crosswalks and signage indicating pedestrian activity should be installed at mid-block entrances where existing commercial uses are adjacent to other high-intensity uses, such as parks and schools where necessary for safety. Where possible, route pedestrians to grade separated crossing over State Route 29. (32)
- Policy 2.18 Pedestrian connections to employment destinations. Encourage the development of a network of continuous walkways within new commercial, town center, public, and industrial uses to improve workers' ability to walk safely around, to, and from their workplaces. Where possible, route pedestrians to grade separated crossings over State Route 29. (32)
- Policy 2.19 Pedestrian connections to schools. Continue developing the existing network of walkways between schools and residential uses, and encourage the development of new continuous walkways between schools and residential areas. Where possible route pedestrians to grade separated crossing over State Route 29. (32)
- Policy 3.11 Development that supports transit. Ensure that new development is designed to make transit a viable transportation choice for residents. Design options include:
 - Link neighborhoods to bus stops by continuous sidewalks or pedestrian paths. (37)

Land Use Element (2010)

The Land Use Element of the American Canyon General Plan encourages the use of pedestrian-oriented amenities throughout the City and calls for connections between residential developments and community areas through a continuous pedestrian network of sidewalks, trails, and pathways. Design principles for commercial development to promote pedestrian activity and a “village” environment include pedestrian-oriented buildings, architectural character, clearly defined pedestrian access to parking areas, pedestrian plazas and open space, pedestrian-oriented signage, and pedestrian paths to adjacent districts. Separate development principles are established for the planned Town Center Core Area to establish a true “downtown” for American Canyon and “require that the Town Center Core Area provide a pedestrian-oriented, “village” environment, including a plaza or town square as a gathering place for community activities.”

Parks and Recreation Element (1994)

- Policy 7.2.6 Link residential and commercial land uses by pedestrian trails (page 7-7)
- Policy 7.3.2 Designate status and approximate locations for the following types of trails in the Trails Master Plan:
 - Urban Trail – Urban trails are multi-purpose pedestrian/bicycle trails that connect residential areas to regional and community parks, schools, and commercial and industrial employment areas...
 - Rural Trail – Rural trails are multi-purpose equestrian/pedestrian/bicycle trails that are typically unpaved and used primarily for recreational purposes...(7-8)
- Implementation Program I7.10 Include a requirement in the new Zoning Ordinance that all development projects provide onsite, pedestrian-oriented open space facilities or pay in-lieu fees... (7-19)

American Canyon Bicycle Plan

The Napa County Transportation and Planning Agency (NCTPA) developed the *Countywide Bicycle Plan Update* in 2012, with individual plans for each jurisdiction in Napa. Relevant policy statements are listed below and those that reference policies from local general plan documents are indicated in bold.

In addition to the Policies listed in the County Bicycle Plan, the American Canyon Bicycle Plan includes the following City-specific policies:

- AD-1.a: Create a bicycle and pedestrian friendly and convenient community. This includes the development of an integrated web of bicycle and pedestrian paths, linking river to ridge from east to west, while also offering north to south alternatives other than Highway 29. Connect residential areas, schools, parks, recreation activities, open space, and commercial, retail, and industrial areas, public areas, and transportation hubs. **(Policy 11.2 – Parks and Community Services Master Plan)** (page 16)



- AC-1.b: Provide for safe and efficient pedestrian and bicycle routes to local schools. **(Policy 11.3 - Parks and Community Services Master Plan)** (page 16)
- AC-1.c Create regional access – Connect to other Napa and Solano County destinations, including access to Regional transit. Complete the San Francisco Bay Trail through American Canyon as close to wetlands and Napa River as possible. Complete American Canyon’s portion of the Vine Trail. **(Policy 11.4 – Parks and Community Services Master Plan)** (page 17)
- AC-1.d: Communicate and coordinate with the NCTPA Bicycle Advisory Committee, NCTPA, Napa Valley Vine Trail Coalition, Napa County Bicycle Coalition, Napa County Regional Park and Open Space District and other related agencies and organizations to work collaboratively on projects that enhance connectivity for commuter and recreational bicyclists and pedestrians. **(Policy 11.5 – Parks and Community Services Master Plan)** (page 17)
- AC-1.e Develop a River to Ridge Trail from Wetlands Edge Road, along Eucalyptus Drive, to the Newell Open Space Preserve. **(Policy 11.8 – Parks and Community Services Master Plan)** (page 17)
- AC-1.f: Improve east-west connectivity with separated grade pedestrian/cyclist crossings, improved crosswalks; stop light timing, and other enhancements that make it safer for pedestrians and bicyclists to cross Broadway (SR 29). **(Policy 11.9 – Parks and Community Services Master Plan)** (page 17)
- AC-1.g: Create a physical connection to our historic watershed, establish bicycle and pedestrian access along the Napa River, American Canyon Creek, Rio Del Mar Creek, and Newell Creek. **(Policy 11.12 – Parks and Community Services Master Plan)** (page 17)
- AC-8.a: Develop connections wherever possible between pedestrian/bicycle circulation corridors and parks and open space opportunities. **(Policy 11.6 – Parks and Community Services Master Plan)** (page 21)
- AC-8.b: Ensure that all new development provides bicycle and pedestrian connectivity through the use of sidewalks, Class I multi-use paths and Class II bike lanes. **(Policy 11.11 – Parks and Community Services Master Plan)** (page 21)

Appendix AC-C: Detailed Project List and Prioritization

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
TIER ONE				
AC-2 SR 29 Traffic Calming and James Road Sidewalks	James Road, Melvin Road, Cassavre Drive, Theresa Avenue	Napa Junction Road to American Canyon Road	<ul style="list-style-type: none"> Traffic calming study to determine potential measures to discourage northbound and southbound cut through traffic 	Traffic calming
	James Road	Donaldson Way to American Canyon Road	<u>Near-Term:</u> <ul style="list-style-type: none"> Sidewalk on east side of street from Crawford Way to American Canyon Road 	Sidewalks
			<u>Medium-Term:</u> <ul style="list-style-type: none"> Sidewalk on east side of street north of Crawford Way 	Sidewalks
			<u>Long-Term:</u> <ul style="list-style-type: none"> Sidewalk on west side of street between Crawford Way and Donaldson Way as modifications to properties are permitted 	Sidewalks
AC-3 Donaldson Way Improvements	Donaldson Way	SR 29 to James Road	<ul style="list-style-type: none"> Sidewalk on south side of street 	Sidewalk
		James Road to Andrew Road	<ul style="list-style-type: none"> Tree trimming on the south side of the street for sidewalk clearance 	Maintenance
		Donaldson Way at Andrew Road (Intersection)	<ul style="list-style-type: none"> Marked crosswalks on all legs with advanced stop bars 	Crossing treatments
		Carolyn Drive to Andrew Road	<ul style="list-style-type: none"> Sidewalk on south side of street 	Sidewalk
			<ul style="list-style-type: none"> Sidewalk on north side of street as modifications to properties are permitted 	Sidewalks



AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
AC-4 Safe Routes to School Improvements	Donaldson Way	Donaldson Way at Elliott Drive (Intersection)	<ul style="list-style-type: none"> Single lane roundabout with yellow school crosswalks Relocated bus stop from southeast corner to near or far side of proposed roundabout 	Crossing treatments Traffic calming
	Benton Way	Benton Way at Chaucer Lane (Intersection)	<ul style="list-style-type: none"> High visibility crosswalk on west leg 	Crossing improvements
AC-7 SR-29 Pedestrian Crossings ²	SR-29	SR-29 at American Canyon Road and Rio Del Mar	<ul style="list-style-type: none"> Grade-separated pedestrian crossings at the noted locations 	Pedestrian overcrossing
TIER TWO				
AC-1 Eucalyptus Drive/Theresa Avenue Intersection, Complete Streets (No. 2 Constrained CTP Project) ³	Eucalyptus Drive	Eucalyptus Drive at Theresa Avenue (Intersection)	<ul style="list-style-type: none"> Roundabout (As part of Eucalyptus Realignment Project) 	Traffic calming
AC-5 Elliott Drive Traffic Calming	Elliott Drive	Donaldson Way to Crawford Way	<ul style="list-style-type: none"> Neck downs every 300' with access for bikes 	Traffic calming
			<ul style="list-style-type: none"> "Wrong Way" bicycle signs on curb extensions for opposing direction 	Signing & Striping
		Elliott Drive at Crawford Way (Intersection)	<ul style="list-style-type: none"> Traffic circle with 20'-40' red curb along Elliott Drive at each corner Marked crosswalk on north leg with refuge island 	Traffic calming Crossing treatments
		Elliott Drive at Larkspur Street (Intersection)	<ul style="list-style-type: none"> Traffic circle with 20'-40' red curb along Elliott Drive at each corner 	Traffic calming

AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
		Larkspur Street to American Canyon Road	<ul style="list-style-type: none">• Raised median with refuge at American Canyon Road• Red curb with restriped bike lanes and travel lanes to accommodate raised median• Bus stop relocation on east side of street at American Canyon Road to north of Larkspur Street	Crossing treatments Transit
AC-6 American Canyon Road Improvements	American Canyon Road	American Canyon Road at Elliott Drive (Intersection)	<u>Near-Term:</u> <ul style="list-style-type: none">• Curb extensions on all corners with directional ramps	Crossing treatments ADA ramps
			<ul style="list-style-type: none">• Median refuge for east leg crosswalk	Crossing treatments
			<ul style="list-style-type: none">• High visibility crosswalk on west and east legs	
		West of Elliott Drive	<u>Long-Term:</u> <ul style="list-style-type: none">• Feasibility study to convert roadway to linear park on north side of median with access to S.F. Bay Trail system with traffic consolidated on south side of median	Pathway Traffic calming
PREVIOUSLY PLANNED IMPROVEMENTS ¹				
AC-8 SR 29 Gateway (No. 7 Constrained CTP Project)	SR 29	American Canyon Road to Napa Junction Road	<ul style="list-style-type: none">• Multi-use pathway and Class IV bikeway installation on both sides of street (as part of 6-lane modified boulevard design)• Median refuges and marked crosswalks on all legs of signalized intersections	Sidewalks Crossing treatments Pathway
		RECOMMENDED ADDITIONS TO CTP PROJECT		
		SR 29 at Donaldson Way (Intersection)	<ul style="list-style-type: none">• Feasibility assessment for reduced curb radii• Directional curb ramps	Crossing treatments ADA ramps
AC-9 Vine Trail Railroad Crossing ³	SR-29	SR-29 at Paoli Loop Road	<ul style="list-style-type: none">• Grade-separated Vine Trail crossing	Pedestrian overcrossing



AMERICAN CANYON PEDESTRIAN IMPROVEMENT LIST				
ID	Roadway	Limits or Intersection	Recommendations	Infrastructure Category
AC-10 Pedestrian/Bicycle Railroad Crossing ³	Railroad Tracks	East of SR-29 in vicinity of proposed “Town Center”	<ul style="list-style-type: none"> Grade-separated pedestrian and bicycle crossing over the railroad tracks 	Pedestrian overcrossing
AC-11 Danrose / Kimberly Crossing Improvements ³	Danrose Drive	Danrose Drive at Kimberly Drive	<ul style="list-style-type: none"> Evaluation of lane width reductions or other measures to tighten up intersection and reduce crossing distances 	Traffic calming Crossing treatments
AC-12 Commerce Boulevard Extension ³	Commerce Boulevard	Eucalyptus Drive to southern terminus of Commerce Boulevard	<ul style="list-style-type: none"> Multi-use pathway 	Pathway / Sidewalks
AC-13 Newell Open Space Pathway ³	Newell Creek	Newell Open Space Entrance at Newell Drive through Newell Open Space	<ul style="list-style-type: none"> River to Ridge pathway connection through Newell Open Space 	Pathway
AC-14 River to Ridge Trail ^{3,4}	Eucalyptus Drive, Rio Del Mar, South Napa Junction Road and Newell Drive	Wetlands Edge Road to Newell Drive	<ul style="list-style-type: none"> East-west multi-use pathway from Theresa Avenue to Newell Drive; Class II bike lanes west of Theresa Avenue 	Pathway / Bike Lanes
AC-15 Walsh Creek Neighborhood Pathway ³	Walsh Creek	Cartagena Way to Via Bellagio	<ul style="list-style-type: none"> Multi-use pathway including a pedestrian bridge over Walsh Creek at Marbella Court 	Pathway

- These projects are pedestrian projects that are referenced in other planning documents. These projects were not evaluated during the scope of this Plan; however, they may be pursued through separate and ongoing efforts.
- Source: American Canyon Circulation Element, 2013; This project was developed through separate and ongoing efforts. It was evaluated for prioritization due to local importance.
- Source: American Canyon Bicycle Plan, 2012
- The location of these two projects (AC-2 and AC-17) overlap and thus have the potential for coordination

Note: Tier One improvements are intended to be implemented within 5 years, Tier Two within 7-15, and Tier Three within 15 years or more, or opportunistically.

Based on feedback from NVTA TAC, improvements were evaluated based on the criteria below using a binary approach for ranking. Each improvement was ranked first based on the number of criteria it met, and second according to whether or not it had local support. Results are shown in the final table below. Tier Three projects, projects referenced from Plans other than the CTP, were not evaluated for prioritization.

PRIORITIZATION CRITERIA	
Criterion	Data Set / Metric
Local support	<ul style="list-style-type: none"> CTP Project Critical location identified by staff / public
Safety	<ul style="list-style-type: none"> Collision “Hot Spot” Location Highway Interchange Location Traffic Calming
Transit	<ul style="list-style-type: none"> Within ½ mile of a transit stop Within a ¼ mile of a transit stop
Connection	<ul style="list-style-type: none"> Sidewalk gap closure Trail connection
Schools	<ul style="list-style-type: none"> Within ½ mile of a school Within ¼ mile of a school
Cost	<ul style="list-style-type: none"> Low Cost Level (Signing and Striping)



APPENDIX AC-C: DETAILED PROJECT LIST AND PRIORITIZATION

EVALUATION RESULTS									
Project	Local Support	Safety	Transit		Connection	Schools		Low Cost	Number of Criteria Met
			Half Mile	Quarter Mile		Half Mile	Quarter Mile		
TIER ONE									
AC-2	✓	✓	✓	✓	✓	✓	✓		7
AC-3	✓		✓	✓	✓	✓	✓		6
AC-4	✓	✓	✓	✓		✓	✓		6
AC-7	✓	✓	✓		✓	✓			5 ¹
TIER TWO									
AC-1	✓	✓	✓	✓		✓			5
AC-5		✓	✓	✓		✓	✓		5
AC-6	✓		✓	✓	✓	✓			5

1. Projects that met 5 or 6 criteria were on the border between Tier One and Tier Two. The ultimate Tier was determined based on input and discussions with staff.

Appendix AC-D: Cost Estimates

AMERICAN CANYON TIER ONE PROJECT COST ESTIMATES ¹			
Project ID	Project Name	Project Elements	Cost ²
AC-2	SR 29 Traffic Calming and James Road Sidewalks	Neighborhood traffic calming study	\$30,000
		Near Term	
		Sidewalk (Crawford to AC Road)	\$335,000 ³
		Medium Term	
		Sidewalk (Crawford to Donaldson, east side)	\$335,000 ³
		Long Term	
		Sidewalk (Crawford to Donaldson, west side)	\$335,000 ³
Total: \$1,035,000			
AC-3	Donaldson Way Improvements	Sidewalk (SR 29 to James)	\$284,800 ³
		Sidewalk (Carolyn to Andrew)	\$281,400 ³
		Marked crosswalks at Andrew Road	\$4,700
Total: \$570,900			
AC-4	Safe Routes to School Improvements	Roundabout	\$350,000
		Bus stop sign relocation	\$400
		High visibility crosswalk	\$6,200
Total: \$356,600			

¹ For an estimated cost for the SR 29 Pedestrian Crossings (AC-7), which was developed through separate planning efforts, please refer to the Countywide Plan Vision 2040.

² Cost includes contingencies for traffic control (5%), construction management (10%), mobilization (5%), contingency (20%), design (15%) and environmental (10%).

³ Includes utility and drainage contingency (40%)



Appendix AC-E: Plan Adoption Resolution

This is a placeholder for Plan Adoption Resolution



